

THE AMERICAN ARCTIC EXPEDITION.

FROM ILLIOULOUK TO ST. MICHAEL'S AND
THENCE TO ST. LAWRENCE BAY—A VOLCANIC
COUNTRY—HUNTING UNDER DIFFICULTIES—
NEARLY SWAMPED—THE ESQUIMAUX DOGS
AND DO GUARD—THE FANNY HYDE—HO FOR
THE NORTH!

ST. LAWRENCE BAY, EAST SIBERIA,
Near Behring Strait, August 27, 1879.

Although we enjoyed our brief stay at Ounakka, very much none of us were sorry when the ship cast off from the wharf and steamed out into the Behring Sea. Illioulouk gave us a pretty send off in the shape of a salute from the guns ashore and on the beach. These pieces of ordnance are not formidable looking weapons, but they make noise enough among the hills to satisfy any one. Flugs were dipped and other demonstrations made on shore which assured us that the good ship Jeannette had the best wishes of the residents of Illioulouk on her northward voyage. The change from the smooth water of the harbor to the rough sea outside was very marked and we were scarcely outside Cape Kalegita and working on a course east of north toward Norton's Island when the Jeannette began her gambols again, rolling and pitching so as to make locomotion difficult except between the cabin table and the partitions. The winds being favorable from the southwest the ship, under full steam and sail, rather astonished us by making five and six knots steadily for the first day out. But as the second day dawned with half a gale blowing the Jeannette increased her speed, so that we actually made 17 miles in twenty-four hours, something that gave us much cause for rejoicing. The coal we got at Ounakka, although it burned like chaff, made steam quickly, and our engines, thoroughly overhauled by Mr. Melville while in port, worked well. We congratulated ourselves, therefore, on a probable quick run to St. Michael's, and nothing seemed to threaten delay but the possible non-arrival of our supply schooner, the Fanny A. Hyde, of San Francisco. But in these latitudes uncertain winds are the rule during the summer time, so that we had to come down on the third day to our ordinary speed of four knots, which we carried into this port, making the run in six days exactly from Cape Kalegita to Stuart's Island, Norton's Bay.

SCIENTIFIC WORK BEGINS.

The importance of determining the character of the bottom as we proceeded rendered a daily stop necessary for sounding. We also dredged every day except when the water was too rough. Soundings ran from thirty to fifty fathoms, and the bottom on a bottom composed of fine gray sand and ooze, covered with moss-like vegetation which was inhabited by an extraordinary variety of marine life. We also used the deep sea cups and thermometers for determining the densities and temperatures at various depths. These I found to work very well, considering that our men are as yet a little awkward in handling the lines, but are improving very rapidly. Our hourly meteorological observations are made each day with the utmost regularity. We have divided up the time into watches, and the work goes on steadily. For instance, I begin at noon and stand watch (meteorologically speaking) until six P. M. I am then relieved by Mr. Chipp, first lieutenant, who observes at seven and eight; then Dr. Ambler at nine, ten, eleven and midnight. My turn comes again, so I observe at one, two, three and four A. M., and am relieved by Mr. Danenhower, who takes five and six A. M. At seven and eight Mr. Chipp observes, and from nine to noon I am again on duty. Our hours of duty per day are making observations are therefore: Mr. Chipp, four hours; Mr. Danenhower, who is navigator, two hours; Dr. Ambler eight hours, and myself ten hours. Besides this I keep the regular meteorological record and note sea temperatures and densities, and make up my journal; so that you may see there is no time for doing nothing left on our board.

ST. MICHAEL'S.

On the evening of the 11th we sighted land on the starboard beam—that is to say to the eastward—and by continuous sounding determined our locality to be off Stuart's Island, in Norton's Bay. The land was low, and discernible only by a slight rise or hill which showed above the horizon. We steamed at a moderate speed all night, and by ten A. M. on the 12th were at anchor opposite the little settlement and blackhouse known as Illioulouk in the Bering Sea, and as St. Michael's by the Americans. We were welcomed by Mr. Neumann, the Alaska Commercial Company agent, and offered the hospitalities of the place, with every addition to our supplies which the company's stores would afford. Going ashore soon after I found the "fort," a curious collection of wooden buildings, forming a small quadrangle, on the corners of which are little block houses, which were armed with small cannon during the Russian possession of Alaska, but which at present are of no special value for defense. Within the enclosure, and fronting inward, are the storehouses and dwellings. The latter are occupied by Mr. Neumann, the company's agent, and by Mr. Nelson, an employee of the Smithsonian Institution and observer of the United States Signal Service, a few Russian workmen and some Indians who work about the fort. The quarters of the agent and the Smithsonian collector are plainly but comfortably furnished, and it is clear that these gentlemen are philosophers enough to content themselves pretty well with their isolated position.

THE DOGS.

All our dogs were at St. Michael's when we arrived. They are a fine looking lot of animals, but inclined for a general row at the shortest notice. They roll around the enclosure or sit out on the rocks near the fort, and occasionally set up a long, peculiar howl that sounds at night like a summons of battle to his sargeant for a general council. At feeding time the dogs get their daily allowance of dry fish, and while that is being thrown to them the sounds of battle rise and float on the breeze. On general principles the Esquimaux dog will fight, and it is often a matter of wonder what the row is about. The dogs will be walking or lying about quietly when suddenly one will make a rush at another and then the whole pack pitches in, every dog for himself. In these remarkable combats nine of the dogs originally provided for us by the Alaska Commercial Company have been killed by their fellow animals. We are getting some recruits now and expect to leave here with about forty-five good dogs on board. Of course we have native drivers with us to manage these unruly brutes, and I believe arrangements are now being made with Indian Esquimaux hunters to act in this capacity. The storehouse of the Alaska Company here is filled with a collection of trade goods similar to that we found at Ounakka, except that the assortment is not so varied nor the quantity as great. The furs brought in to the post come from the lower Yukon River region and the adjacent coast. The Indians come in by villages, and under the general control of a chief, who directs the negotiations. In this way fox, bear, seal, wolf and squirrel skins are procured in exchange for coffee, sugar, tobacco, powder, lead (shot and bullets), guns (muzzle loading rifles and shot-guns), clothing and notions. While some for sled runners are sometimes bought, but these come from stores and are not purchased from the Indians. We need no further purchase, as in the present case very much, as our present stock of soft goods would not last us any time should we need to use it. To save delay we take a heavy load of coal, as well as the quantity in our well packed bunkers, and the Jeannette is again laden down to her doubling, as deep as she was when leaving San Francisco. The schooner goes with us to St. Lawrence Bay, in Eastern Siberia, and about thirty miles south of East Cape.

"LET DOGS DELIGHT."

We have our dogs on board, about forty in number. They raise a tremendous row about every fifteen minutes, space on our crowded deck alone governing the number of combats engaged. I think if we could give these unruly brutes room enough to fight the battle would continue until the last pair died, chewing each other's throat. This dog war literature very amusingly the value of armed intervention in the case of a dispute. When the intensity of the combat reaches its height one of our men interferes with a rope's end, and with the utmost impartiality lays about him vigorously. A suspension of canine hostilities is the immediate, but I regret to say, temporary result. The dogs make remarks and utter a high cry and retire for consultation, but the conference at Ounakka and the exchanges of diplomatic confidences only seem to make matters worse in some other quarter of the deck and the din of battle is heard soon again. Still the Bismarckian rope's end works wonders, even though it enforces a Treaty of Versailles fifteen minutes after the Treaty of Prague has been ratified by the dog powers, and ominously swings like a Treaty of Berlin over the Esquimaux dogs.

ALEXAI AND ANGIUS.

We have with us for the voyage north two natives from Norton Bay, or St. Michael's district. One of these, Alexai, as he is called, speaks a little English, and is both intelligent and useful as a dog driver and hunter; Angius, the other and younger native, is a fine looking fellow, with a broad, boyish face and pleasant expression. He speaks no English, but gets along very well with the aid of his comrade as an interpreter. The captain has entered into a regular agreement with these two venturesome savages, by which he binds himself to bring them back, to support the wife of Alexai and the mother of Angius during the absence of the husband and son, to pay them regular monthly wages and to give Alexai a Winchester rifle and a certain quantity of fixed ammunition when dismissing him from the service of the Jeannette. As these Indians are good, clever fellows, and important to us because of their familiarity with dog matters, I think we have them on very reasonable terms.

A TOUCHING FAREWELL.

Mrs. Alexai, a chubby-faced, shy but good humored looking young female, came on board to see her husband off on his long cruise. She behaved with great propriety under the circumstances, and, although an Esquimaux, did not show any inclination to blubber at parting with the one to whom she was so attached. Alexai behaved also with becoming temperance by affection for his house. They sat together hand in hand on some bags of potatoes near the cabin door, and probably exchanged vows of eternal fidelity. I was greatly touched, and got up on the bridge with my sketch book, on which I outlined their figures. I had to take them as they sat, with backs toward me, for Mrs. Alexai was too modest to face the pencil. Before leaving the ship Captain Do Long gave the bereaved one a cup and saucer with gilt letters on it. She seemed overpowered with emotion at the possession of such unique treasures, and at once hid them in the ample folds, or rather stowage places, of her fur dress.

IN A ROUGH BLOW.

As we left the Bay of St. Michael's on the evening of the 12th the gale at the fort and at the agency of the Western Fur and Trading Company across the bay belched forth a parting salute. The sea was as smooth as glass and the sky almost perfectly clear. As the sun set this scene is not uncommon in Norton's Bay, but not infrequently precedes a hard northern blow. This we got on the 23d, when we cleared Sledge Island and commenced to cross the waters of the Straits. It was my watch (meteorologically) from one A. M. to four A. M., and I noticed the smooth sea beginning to undulate heavily from the northward. This indicated at once a disturbance of the weather to the north and west. Later in the day the sea rose to a very great height, washing our decks and carrying away some of our light works. The forecastle got well drenched, the bridge stove by a sea and the captain's window broken in and his room flooded by another. On deck we were part of the time knee deep in water. The wind howled for hours and sharply cut off the wave crests, so that the spray flew like small shot across the decks. The ship was howled to and fro by the gale pretty well, considering that the Jeannette had all she could carry on board. As the sea rose the sky also became overcast, and about noon the 25th, experiencing a fine weather when entering the harbor. Skin boats (baidarra) filled with dirty looking skin dressed natives of the Tchouktchik tribe came alongside. They thought we were a trader. From these we learned about Professor Nordenskjöld what I sent you by telegraph from San Francisco. I need not repeat here what I then told you, as it was substantially as the native chief told the captain in my presence. Our schooner arrived yesterday (26th) with the balance of the coal which we could not take at St. Michael's. The captain also desired to have a means of sending the very latest news regarding our movements and what we could learn about Professor Nordenskjöld.

NORTHWARD, HO!

All before us now is uncertainty, because our movements will be governed by circumstances over which we have no control. If, as I telegraphed, the search for Nordenskjöld is now needless, we will try and reach Wrangel Land and find a winter harbor on that new land, on which, we believe, the white man has not yet put his foot. At the worst we may winter in Siberia and "go for" the Wrangel Land mystery next spring. I am in great hopes we will reach there this season.

FAREWELL.

We are simply supplied with fur clothing and provisions, so that we can feed and keep warm in any event for some time. Our dogs will enable us to make explorations to considerable distances from the ship and determine the character of the country. Feeling that we have the sympathy of all we left at home we go North, trusting in God's protection and our good fortune. Farewell.

BASEBALL.

DAFF'S CRICKETERS OVERWHELMINGLY DEFEATED BY THE PROVIDENCE NINE.

Never was there a game of baseball played before in this vicinity that caused more genuine amusement than did the contest on the Union Ground, Brooklyn, yesterday afternoon, between the Providence Club, champions of the National League of Baseball Players, and Daff's team of English cricketers. In the first day's contest, when the eighteen ball players played against the cricketers at cricket the latter had considerable sport at the expense of the ball players, but in yesterday's contest the ball players paid them back with their own coin to the great amusement of the spectators, especially those well versed in the science of baseball. The Providence Club were given their opponents six outs each inning; but they still beat giving them five cuts and a professional pitcher and catcher—Scheneck and Knowlton, of the Poughkeepsie Club. The game was not commenced until twenty-five minutes past three, consequently only five full innings could be played before dark. At the close of the first half of the sixth inning the score stood as follows: In the score: Daff's Cricketers, Providence.

R.H.P.O.A.E. R.H.P.O.A.E.

Knowlton, 0 1 0 1 G. Wright, 1 2 1 1

Scheneck, 0 0 0 1 Hines, 0 1 3 0 0 0

Sly, 0 0 1 1 2 2 McCaff, 1 1 0 0 1

Winder, 2 0 0 1 1 0 Green, 1 0 1 1

Morley, 0 0 0 0 2 Farrell, 2 1 1 1

Emmett, 1 0 0 1 1 O'Leary, 1 0 1 1 0

Ulyett, 1 1 0 1 1 S. Wright, 2 1 1 0

Finley, 0 0 0 1 0 D. Green, 1 0 0 0

Hamer, 0 0 1 0 1 0 Cramer, 1 0 0 1 1

Selly, 3 0 0 0 1 0 4

Total, 1 3 14 16 Total, 10 7 30 16 5

The game in Jersey City between the Jersey City and Alaska clubs resulted in a victory for the former by the score of 14 to 3.

CRICKET.

A cricket match was begun yesterday in Hoboken between the St. George's and Orange clubs. The former went to the bat for their first inning and scored 190. In their first inning the Orange Club scored 41 to the loss of 8 wickets. Mr. O'Connell was umpire for the St. George's Club, Mr. Vincent for their opponents.

NATIONAL RIFLE ASSOCIATION.

A special meeting of the National Rifle Association was held yesterday afternoon at their rooms, No. 33 Park row, General George W. Wingate presiding. Eight members were present. The meeting was called to consider the specifications for rebuilding the butte on the old range at Creedmoor with stone. According to the specifications the butte are to be 563 feet long, 7 feet high on one side and 8 feet on the other. The wall will be 34 inches thick at the top and 4 feet thick at the base. The butte is 5 feet wide on the inside. It was resolved that the Range Committee should ask the United States engineer officers at Willett's Point to examine the ground and decide what kind of wall would be the most suitable. One thousand dollars will be required for the completion of the butte. General Wingate, Adjutant General of the State, was present and took an active part in the proceedings. The next meeting will be held on the second Tuesday in November.

HORSE NOTES.

SELF MR. ROBERT BONNER'S TROTTER STOCK.

Mr. Robert Bonner, at last to become a seller of trotting horses. For twenty or more years he has been a frequent buyer, and the exclusive class of

THE COACHING CLUB.

GRAND YEARLY EXCURSION TO THE COUNTRY RESIDENCE OF ONE OF ITS MEMBERS—THE "TALLY HO" WITH A DOZEN COACHMEN—VISIT TO MR. F. R. RIVES, AT CARMARTHEN, NEW HAMBURG, ON THE HUDSON.

It is the custom of the Coaching Club to make every year a visit to one of its members residing at a distance from New York. Last year, it will be remembered, the Club made a visit to Mr. Fairman Rogers, at Philadelphia, which was one of the most memorable coaching events of the year. The "Tally Ho" started from New York at half-past six in the morning of the 4th of May, and reached Philadelphia at half-past six in the evening. There were nine changes of horses on the road, the members having each a relay of their own horses at the changing places on the road, which they there took charge of and drove to the next stopping place. The "Tally Ho" belonging to Mr. De Lancey Kane was the coach used for the excursion, and that gentleman led off from the starting place, the Hotel Brunswick, on Fifth avenue. Mr. Kane drove his team to Newark, where he dropped the ribbons and retired in favor of Mr. Francis R. Rives, who drove to Mahway, where he in turn retired in favor of Mr. Perry Belmont, who guided his team into New Brunswick. The horses of Mr. Theodore A. Havemeyer were then brought into requisition, and that gentleman handled his team of brood to Six Mile Run. Mr. H. O. Frisch succeeded Mr. Havemeyer for the fifth stage, which terminated at Princeton, where the party had luncheon. From Princeton to Trenton the coach was in charge of Mr. George Peabody Wilmors. Then Mr. Frederic Bronson took the ribbons and crossed the Delaware River to Hallowville, ten miles away. The eighth stage was driven by Mr. George B. Peering to Holmesburg. The ninth and final stage was in charge of Mr. Fairman Rogers, the club member whom they were to visit in Philadelphia, whose residence was reached punctually at half-past six P. M. The club spent the following day (Sunday) in Philadelphia, and returned on Monday, 6th of May, by the same route they passed over two days before, after one of the pleasantest excursions that was ever taken in this country by coach and four.

At nine o'clock this morning the "Tally Ho," with Mr. De Lancey Kane on the box, will leave the Hotel Brunswick, Fifth avenue, accompanied by twelve members of the Coaching Club, on a visit to Carmarthan, New Hamburg, on the Hudson, the residence of Mr. Francis R. Rives, one of its members. The coach will be escorted by a relay of horses by the loving gentlemen, owners of teams, which have been stationed at desirable stopping places along the road: Messrs. G. R. Peering, A. Belmont, Fairbank Rogers, F. Bronson, Colonel Jay, Leonard Jerome, Hugo O. Frisch, T. A. Havemeyer and F. R. Rives; also Messrs. James V. Parker and Christopher R. Robert, whose horses will not be required. Continued fair weather is the only thing needed to make the trip a charming success.

Mr. Kane will drive his team the first stage, which will be to King's Bridge, a distance of ten and a half miles, which will be reached at ten minutes to ten. Then Mr. G. R. Peering will take in hand his own team for a drive of six miles, and three-fifths, stopping two miles this side of Yorkers, reaching there at half-past ten. Then Mr. A. Belmont will take the ribbons and drive to the Vincent House at Tarrytown, reaching there at twenty minutes past eleven o'clock. The club will remain there one hour for rest and luncheon. Mr. Fairman Rogers will then take charge of his team and guide the road to Sing Sing, six miles and a quarter, which will be reached at one o'clock. Mr. Frederic Bronson will take charge of the horses for the next stage, which is four miles and three-quarters, to a place one mile north of Croton, which will be reached at half-past one, when Colonel Jay will take the coachman's seat and drive six miles and a fifth, to Peekskill, which will be reached at ten minutes past two, and where a stop of thirty minutes will be made. Mr. Leonard Jerome will then drive to Garrison's, a distance of seven miles and three-fifths, and stop fifteen minutes with Mr. F. Sherman at "Sherry Castle." Mr. Hugo O. Frisch will follow Mr. Jerome and drive to Davenport Corners, seven miles and a third, reaching there at five minutes past four. Mr. T. A. Havemeyer will then take charge of his team and drive to Fishkill, six miles and four-fifths, which will be reached at twenty minutes to five, when Mr. Francis R. Rives will take the ribbons and drive to the Club house at his residence at Carmarthan, New Hamburg, reaching there at twenty minutes to six, the distance from there to the starting place being seventy-four miles, nine changes having been made on the road. This is just the time of year for such excursions, the weather being mild, the roads in good condition and the autumn foliage in its richest colors. The horses are now in better condition for the work than they are in the spring or summer months, being seasoned by the summer's work, and are fit for long journeys to the coach. The country people along the roads, particularly the older ones, will have recalled to their minds the days when the mail coaches would pass up these roads on their way to and from Albany each day, while the younger people will be astonished that such pleasant modes of travel should have been superseded by the more speedy ones of steamboats and railroads.

The return trip will be begun from Carmarthan on Monday morning, October 30, at half-past nine, Mr. F. R. Rives driving his team to Fishkill, where he will be at twenty minutes past ten. Mr. Rives will be succeeded by Mr. T. A. Havemeyer, who will drive to Davenport Corners, reaching there at five minutes to eleven. Mr. Hugo O. Frisch will then take the ribbons and go on to Mr. Sherman's at Garrison's, where a stop of ten minutes will take place. Then Mr. Leonard Jerome will be the coachman to Peekskill, where thirty minutes will be allowed for luncheon, leaving there at a quarter past one. Colonel Jay will next take the reins and conduct his team to one mile north of Croton, which will be reached at five minutes to two. Mr. F. Bronson will follow for the drive to Sing Sing, reaching that place at twenty-five minutes past two, when he will be relieved by Mr. Fairman Rogers, the latter having a drive of six and a quarter miles to Tarrytown, where they will stop five minutes at the Vincent House to change horses. Mr. A. Belmont will handle his team nine miles, and Mr. G. R. Peering will conduct his team to King's Bridge, where Mr. De Lancey Kane will take the ribbons and bring the "Tally Ho" and the Coaching Club to the Hotel Brunswick, reaching there at half-past five P. M. The following is the time table, going to New Hamburg and returning to New York:—

Time New York Time Coachman.

A. M. P. M. A. M. P. M.

10:30 12:30 Hotel Brunswick 5:30 De Lancey Kane

10:45 1:15 King's Bridge 5:45 R. Peering

11:00 1:30 Sing Sing 5:55 F. Bronson

11:15 1:45 Peekskill 6:10 L. Jerome

11:30 2:00 Garrison's 6:25 H. O. Frisch

11:45 2:15 Davenport Corners 6:40 T. A. Havemeyer

12:00 2:30 Fishkill 6:55 F. R. Rives

12:15 2:45 Carmarthan 7:10

12:30 3:00 New York 7:25

One hour for breakfast. Thirty minutes for luncheon.

RITTERVILLE DRIVING PARK.

[BY TELEGRAPH TO THE HERALD.]

ALLENTOWN, Pa., Oct. 16, 1879.

The trotting meeting at the Ritterville Driving Park was continued to-day. The programme opened with the 2:45 purse of \$200, the winner being Mr. Conover's Schuyler, of Middletown, N. Y.; Goff's Belle, of New York, took second money, and Schetter's Lydia B. of Reading, Pa., third. Time, 2:40 1/2.

In the "Twenty" class, purse \$300, divided, there were six starters. Fricker's Dora, of Philadelphia, won the race in straight heats. Wharton's Sherman, of Dover, Del., second money, and Clark's Cassius Prince, of Philadelphia, third.

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